

Message Text

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ORIGIN INR-07

INFO OCT-01 EUR-12 ISO-00 PM-04 CIAE-00 H-01 L-03 NSAE-00
NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06 IO-13 CAB-02
COME-00 DOTE-00 EB-08 FAA-00 /081 R

DRAFTED BY INR/DDC:RHZORN,II:SP
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EUR/NE - MR. WOODS
PM/ISO - MR. KIMBALL
JCS/JRC - COL. SHEPHERD
-----050238Z 033071 /70

P R 042304Z MAR 77
FM SECSTATE WASHDC
TO AMEMBASSY STOCKHOLM PRIORITY
INFO AMEMBASSY LONDON
AMEMBASSY MOSCOW
DOD
SACRECONCEN OFFUT AFB
USEUCOM

C O N F I D E N T I A L STATE 048985

E.O. 11652: GDS

TAGS: PFOR, MOPS, SW, US

SUBJECT:RESPONSE TO GOS REQUEST FOR INFORMATION ON JANUARY
5 AIR INCIDENT OVER BALTIC

REF.: A. STOCKHOLM 892 B. STOCKHOLM 848 C. STATE 4199

1. THE INFORMATION BELOW IS KEYED TO QUESTIONS IN REF B
AND CAN BE USED IN RESPONDING TO GOS.

2. (A) ALTITUDE OF USAF RC-135: 33,308 FEET. WEATHER:
AIRCRAFT OPERATING UNDER VISUAL FLIGHT RULES IN CLOUD -
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FREE ENVIRONMENT (AT AIRCRAFT ALTITUDE). (B) RC-135 CREW
REPORTS THAT THEY KEPT THE SOVIET AIRCRAFT IN SIGHT FOR 15
TO 20 N.M. PRIOR TO THE INCIDENT AND CONSIDERED NEITHER
AIRCRAFT TO BE IN DANGER. (C) RC-135 CREW ESTIMATES
CLOSEST PROXIMITY OF AIRCRAFT TO EACH OTHER WAS ONE-
QUARTER MILE WITH AN ALTITUDE SEPARATION OF 500 FEET.
THEY REPORTED THAT THE SOVIET AIRCRAFT PASSED FROM RIGHT

TO LEFT IN FRONT OF AND BELOW THEIR PLANE AND THAT THE INCIDENT TOOK PLACE AT 1005Z (1105 STOCKHOLM TIME). TECHNICAL ANALYSIS OF THE RC-135'S INSTRUMENTATION INDICATES AT 1005Z IT WAS AT 57-21 N AND 20-10 E, 6 N.M. OUTSIDE THE STOCKHOLM FIR AND ALMOST 8 N.M. FROM AIRWAY G-24, HEADING NORTH. AT 1008Z, IT'S POSITION WAS 57-41N

AND 20-16E, 2 N.M. FROM THE STOCKHOLM FIR AND 22 NM FROM G-24. AT 1011Z (11:11 STOCKHOLM), ITS POSITION WAS EVEN FURTHER FROM G-24 AND STILL OUTSIDE THE FIR. (D) IN ORDER TO INSURE ADEQUATE ALTITUDE SEPARATION BETWEEN THE TWO AIRCRAFT, THE RC-135 INITIATED A SLOW CLIMB WHEN CREW PERCEIVED THAT BOTH WERE OPERATING AT THE SAME ALTITUDE.

3. FYI: IT SEEMS POSSIBLE THAT WE HAVE BEEN TALKING ABOUT THE SAME INCIDENT ALL ALONG; THE USAF AIRCREW USED ZULU TIME IN ITS REPORTS AND THE GOS USED STOCKHOLM TIME. MUCH OF THE INFORMATION ABOVE HAS ALREADY BEEN SENT TO POST IN PREVIOUS TRAFFIC (REF C) AND PRESUMABLY USED BY POST IN ANSWERING PRESS QUIRIES AND DISCUSSIONS WITH GOS. DEPARTMENT WOULD APPRECIATE ANY INSIGHT POST MAY HAVE INTO QUESTION OF WHETHER 2 INCIDENTS ACTUALLY OCCURRED. WE NOTE THAT FORMIN SODLER, IN HER JANUARY 19 STATEMENT TO THE RIKSDAG, MENTIONS ONLY ONE INCIDENT (REF D). CHRISTOPHE

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NNN

Message Attributes

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Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: INTELLIGENCE COLLECTION, DIPLOMATIC COMMUNICATIONS, ALLEGATIONS, AIRCRAFT ACCIDENTS, OBSERVATION
AIRCRAFT
Control Number: n/a
Copy: SINGLE
Sent Date: 04-Mar-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE048985
Document Source: CORE
Document Unique ID: 00
Drafter: RHZORN,II:SP
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D770076-0047
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ISecure: 1
Legacy Key: link1977/newtext/t19770390/aaaadbwi.tel
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Litigation Code IDs:
Litigation Codes:
Litigation History:
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Reference: 77 STOCKHOLM 892
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